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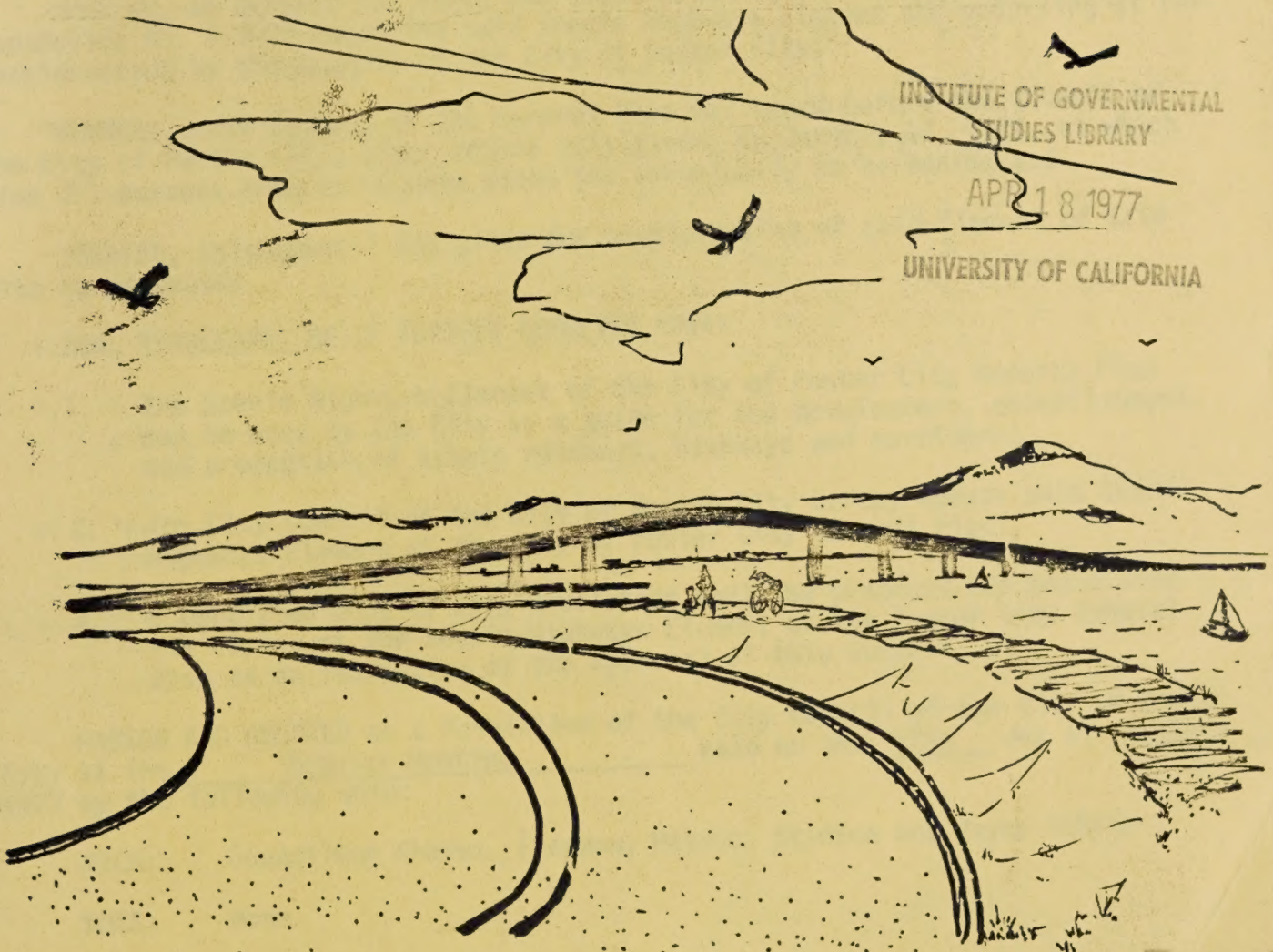
GP-5

SCENIC HIGHWAYS ELEMENT

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*city planning Foster City
highways*

FOSTER CITY PLANNING DEPARTMENT

CIVIC CENTER, 610 FOSTER CITY BOULEVARD, FOSTER CITY



TO: THE CITY OF FOSTER CITY
FROM: THE CITY OF FOSTER CITY
SUBJECT: THE CITY OF FOSTER CITY

CITY OF FOSTER CITY

THE CITY OF FOSTER CITY, CALIFORNIA, IS A MANDATORY ELEMENT OF THE STATE HIGHWAY SYSTEM, AS AUTHORIZED BY THE STATE HIGHWAY ACT, CHAPTER 10, SECTION 101, OF THE CALIFORNIA VEHICLE CODE, AS AMENDED.

THE CITY OF FOSTER CITY, CALIFORNIA, IS A MANDATORY ELEMENT OF THE STATE HIGHWAY SYSTEM, AS AUTHORIZED BY THE STATE HIGHWAY ACT, CHAPTER 10, SECTION 101, OF THE CALIFORNIA VEHICLE CODE, AS AMENDED.

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1974
1975

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOSTER CITY ADOPTING THE SCENIC HIGHWAYS ELEMENT OF THE CITY OF FOSTER CITY GENERAL PLAN (GP-2-76)

CITY OF FOSTER CITY

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOSTER CITY, as follows:

WHEREAS, the Scenic Highways Element is a mandatory element of the City's General Plan as required by the State Government Code;

WHEREAS, said Element of the General Plan was studied by the Planning Commission on April 15, 1976, April 29, 1976, May 6, 1976, June 3, 1976, and July 15, 1976, and was heard, after notice duly given, before the Commission on August 5, 1976, October 7, 1976, and continued to October 19, 1976, at which time all persons interested were given the opportunity to be heard;

WHEREAS, on October 19, 1976, the Planning Commission did pass and adopt Resolution No. P-3-76 approving said Scenic Highways Element and endorsing it for consideration by the Council of the City of Foster City;

WHEREAS, said Element of the General Plan was heard before the Council of the City of Foster City, after notice duly given, on January 17, 1977, at which time all persons interested were given the opportunity to be heard; and

WHEREAS, this Council has given due consideration of said Element of said Plan as presented.

NOW, THEREFORE, BE IT FURTHER RESOLVED that:

1. The Scenic Highways Element of the City of Foster City General Plan can be used by the City as a guide for the development, establishment, and protection of scenic roadways, highways and corridors.
2. The City Council of the City of Foster City hereby adopts said Scenic Highways Element of the City of Foster City General Plan.
3. A certified copy of this Resolution shall be prepared and bound with all copies of the Scenic Highways Element of the Foster City General Plan as an indication of the approval of this Council.

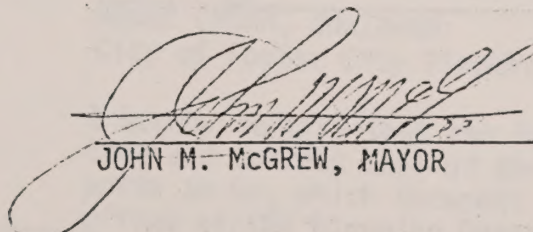
PASSED AND ADOPTED as a Resolution of the City Council of the City of Foster City at the Regular Meeting held on the 17th day of January, 1977 by the following vote:

AYES: Councilmen Chavez, Freemon, Matsuo, Stimson and Mayor McGrew

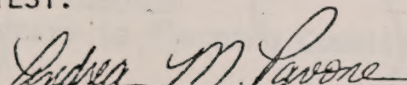
NOES: None

ABSENT: None

ABSTAIN: None


JOHN M. MCGREW, MAYOR

ATTEST:


ANDREA M. PAVONE, CITY CLERK

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20293 1/1

2000

... ..

RESOLUTION NO. P-3-76

A RESOLUTION OF THE FOSTER CITY PLANNING COMMISSION AMENDING THE FOSTER CITY GENERAL PLAN BY ADOPTING AND ENDORSING THE SCENIC HIGHWAYS ELEMENT AS A PART OF SAID PLAN.
(GP-2-76)

CITY OF FOSTER CITY PLANNING COMMISSION

BE IT RESOLVED BY THE CITY OF FOSTER CITY PLANNING COMMISSION, as follows:

WHEREAS, said Scenic Highways Element was studied by this Commission on April 15, 1976, April 29, 1976, May 6, 1976, June 3, 1976 and July 15, 1976, and was heard, after notice duly given before this Commission on August 5, 1976, October 7, 1976, and continued to October 19, 1976, at which time all persons interested were given the opportunity to be heard; and

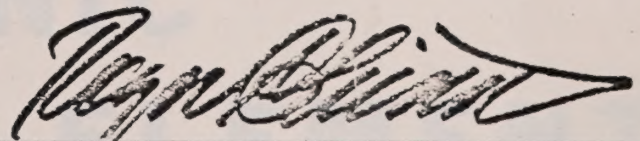
WHEREAS, this Commission has given due consideration of said Element as presented;

NOW, THEREFORE, BE IT RESOLVED that:

1. The Foster City General Plan is hereby amended to add the Scenic Highways Element as required by Government Code Section 65302 (h) to provide for the development, establishment, and protection of scenic roadways, highways and corridors pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 2 of the Streets and Highways Code.
2. The Commission approves said Scenic Highways Element and hereby certifies that it complies with the General Plan Guidelines as recommended by the State of California Council on Intergovernmental Relations dated September 20, 1973, as amended and endorses it for consideration by the City Council of the City of Foster City.
3. A certified copy of this Resolution shall be prepared and bound in with all copies of the Scenic Highways Element as an indication of the endorsement and approval of the Commission.

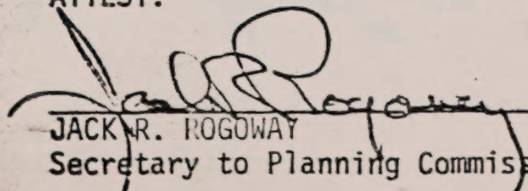
PASSED AND ADOPTED by the Foster City Planning Commission at an Adjourned
Regular Meeting thereof held on the 19th day of October, 1976,
by the following vote of the members thereof:

AYES: Commissioners Allen, Dozier, Fitzgerald, Kundupoglu and Chairman Chinn.
NOES: None.
ABSENT: None.
ABSTAIN: None



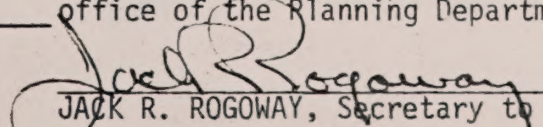
ROGER CHINN, CHAIRMAN
City of Foster City Planning Commission

ATTEST:



JACK R. ROGOWAY
Secretary to Planning Commission

I hereby certify that the foregoing is a full, true and correct copy of the document it purports to be, which document is on file in the office of the Planning Department.



JACK R. ROGOWAY, Secretary to Planning Commission

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CITY COUNCIL

John M. McGrew, Mayor
Kenneth A. Miller, Vice Mayor
H. James Duffelmeyer
Gaylon T. Freemon
Kiyoshi Matsuo

CITY PLANNING COMMISSION

Roger Chinn, Chairman
Lee Dozier, Vice Chairman
Ron Allen
Robert J. Fitzgerald
Aysun Kundupoglu

Past Planning Commissioners who have contributed to the development
of the Scenic Highways Element:

Robert Hong
Milton King

DEPARTMENT OF PLANNING

Jack R. Rogoway, Planning Director
Robert M. Stewart, Associate Planner
Anna G. Trachtenberg, Secretary

Past Staff members who have contributed to the development of the
Scenic Highways Element:

Arthur M. Stout
Sandra M. Madsen

TITLE OF CASE

CITY OR TOWN

John H. Brown, Clerk
Superior Court, District of Columbia
Admitted to Practice
February 1st 1904

STATE OF DISTRICT OF COLUMBIA

Comes now the said
John H. Brown

STATE OF DISTRICT OF COLUMBIA

John H. Brown, Clerk
Superior Court, District of Columbia
Admitted to Practice
February 1st 1904

That the said John H. Brown
is the owner of the said

John H. Brown
February 1st 1904

STATEMENT OF WORKING

John H. Brown, Clerk
Superior Court, District of Columbia
Admitted to Practice
February 1st 1904

That the said John H. Brown
is the owner of the said

John H. Brown
February 1st 1904

SCENIC HIGHWAYS ELEMENT

PREPARED BY THE FOSTER CITY PLANNING COMMISSION
FOR THE FOSTER CITY PLANNING DEPARTMENT

MEMORANDUM

TO: Mr. Tolson
FROM: Mr. Clegg
SUBJECT: [Illegible]

MEMORANDUM

TO: Mr. Tolson
FROM: Mr. Clegg
SUBJECT: [Illegible]

TO: Mr. Tolson
FROM: Mr. Clegg
SUBJECT: [Illegible]

SCENIC

HIGHWAYS ELEMENT

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INTRODUCTION

The Metropolitan Council (Council) is the lead agency for regional planning and development in the Minneapolis-St. Paul area. The Council's mission is to coordinate and promote the development of the region in a manner consistent with the State's goals and policies.

Standards for the design, construction and maintenance of public highways have been established by the State Department of Transportation. This Element is an integral part of the State's highway program. It establishes the minimum standards for the design, construction and maintenance of public highways.

Although the State Department of Transportation will set the standards for the design, construction and maintenance of public highways, this does not preclude local agencies from developing and adopting their own standards.

This Element was prepared as a supplement to the State's Highway Design Manual. It is the intent of the State Department of Transportation to encourage local agencies to develop and implement standards of the State's Highway Design Manual which are consistent with the State's goals and policies. This Element is an integral part of the State's highway program.

SCOPE

Section 100 of the State Department of Transportation Code requires that all public highways be designed and constructed in accordance with the State's standards. This Element is an integral part of the State's highway program.

INTRODUCTION

The following Element provides the basic plan for

the study and development of the program.

1. The study committee

2. The study committee

3. The study committee

4. The study committee

5. The study committee

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19. The study committee

20. The study committee

INTRODUCTION

The Scenic Highways Element provides for the local planning of scenic highways. Official state and county scenic highways are so designated by the State Scenic Highway Advisory Committee.

Standards for the analysis, planning and protection of scenic corridors of scenic highways have been established by the State Department of Transportation. This Element is an initial step necessary for an official designation, consequently, it establishes the basis for the preparation of specific scenic corridor plans.

Although the State General Plan Guidelines indicate that the emphasis of the Element should be on the designation of State highway routes as "scenic routes", this does not preclude local agencies from developing and adopting local scenic routes.

This Element has been prepared as a supplement to the adopted County Scenic Roads Element. It is the intent of the City Element to incorporate those goals, policies and implementation measures of the County Element which are compatible to the City of Foster City and to establish the City's Element as an extension to the County's and, subsequently, the State's Element.

Authority

Section 65300 of the State Government Code requires that each planning agency shall propose and each city shall adopt a General Plan for its physical development. In addition, State Government Code Section 65302(h) requires that a

General Plan shall include a Scenic Highways Element as follows:

"A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provision of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code."

Purpose and Scope

The purpose of this element is to provide for the planning of scenic highways by providing for the designation of local scenic routes. Factors considered in defining local routes include:

- A. Identification and evaluation of scenic corridors in the planning area, consideration of special features such as entryways, bay front highways, park drives, important natural or landscaped arterials, and significant development with strong architectural features. Inclusion of the bike system within the scenic highway corridor is also considered.
- B. Diagram map indicating the community's system and routes.
- C. Statement of goals.
- D. Policies for implementation.

SCENIC HIGHWAY SYSTEM

Criteria for Scenic Highway Selection

The following criteria are defined after reviewing the criteria used by the County in the Scenic Road System and are used to select the scenic highway in Taylor City.

1. Scenic roads be representative of the variety and quality of scenery available in the City.
2. Scenic roads, if possible, provide for continuous scenic beauty from the State to State that scenic roads are designated by a larger population area as well as scenic road segments, part of a larger scenic continuous system.
3. Scenic roads provide scenic views of the scenic resources, in addition, scenic roads are also to provide scenic views of the scenic resources of scenic development, the structure of scenic resources, engineering construction or cultural scenic, and scenic view of scenic resources which are part of the scenic setting.

Scenic Highway System in Taylor

There are several scenic roads in the City which have been designated as scenic roads as defined by the above criteria. (See Exhibit A). The following roads are those selected:

1. Arthur Avenue, Taylor City, from the State Highway 100 to the Taylor City Street 17, which

SCENIC HIGHWAY SYSTEM

Criteria for Scenic Highway Selection

The following criteria was derived after reviewing the criteria used by the County in its Scenic Roads Element and was used to select the scenic highways in Foster City.

1. Streets should be representative of the variety and quality of scenery available in the City.
2. Routes should, if possible, provide for continuity between Foster City and San Mateo in order that such routes are convenient to a larger population area as well as making such roadways part of a larger more continuous system.
3. Routes should provide access to and connect recreation areas, in addition, emphasis should be given to streets which display the scenic character of urban development (i.e. structures of architectural interest, engineering construction or cultural sites), and provide views of natural scenery which are part of the urban setting.

Scenic Description of Highways in System

There are several streets within the City which would warrant identification as scenic roadways as defined by the above criteria. (See Exhibit A). The following streets meet these criteria:

J. Arthur Younger Freeway - State Route 92: from the Alameda County line to the San Mateo City limit line (3.7 miles).

This portion of the Younger Freeway is already included as a scenic highway under the County's Scenic Roads Element, so its inclusion in the City Scenic Highways Element would be consistent with the County General Plan. This facility is unique since most of this roadway section traverses the Bay as part of the San Mateo Bridge. From the top of the Bridge's main span, approximately 160 feet above the main Bay channel, the traveler is offered a panoramic view of the Bay waters, San Francisco skyline, the bayside cities and the distant hillsides.

East Hillsdale Boulevard: from San Mateo City limit line to Gull Avenue (1.5 miles).

This highway provides the primary ingress and egress to Foster City and is at this time the City's major arterial street. Approaching from the west the first view of Foster City is provided by the crossing of East Hillsdale Bridge which offers a view south down Marina Lagoon and to the Shell Cove Townhouses fronting along the Lagoon. East Hillsdale Boulevard is a four-lane divided highway with a median containing a variety of planting materials from ground cover to small trees.

East Hillsdale Boulevard passes Central Park, the major city park located between the proposed Town Center and the main basin of the Foster City Lagoon. From this point excellent views are provided to the park, the lagoon basin and to the varied housing developments fronting on the lagoon basin. The only highway view of the upper lagoon basin is provided from the East Hillsdale Boulevard crossing at Rainbow Bridge. Although the view is a brief one the view provides an interesting opportunity to see how the relationship between housing and the lagoon has been developed. It is proposed that a bikeway path be developed along this facility.

Beach Park Boulevard: from the east end of East Hillsdale Boulevard to Edgewater Boulevard (3.6 miles).

This street is unusual in that it is an arterial street traveling through almost exclusively residential areas and with a major portion of its eastern frontage abutting the bayside.

Various views are provided to the traveler, the San Mateo Bridge, the Bay, and the Eastbay hills. The route contains a variety of structures ranging from single family homes to the rather unique architectural design of Bowditch Middle School with its octagonal windowless classroom pods. Other interesting architectural features are provided by St. Luke's Catholic Church, the four-story Marina Point condominiums and the three-story Sand Harbour condominiums. The westerly end of Beach Park Boulevard at Edgewater Boulevard terminates by the crossing of the Bicentennial Bridge which provides excellent views of the lagoon both north and south of the bridge as well as an elevated view of adjacent housing and the distant hillsides.

The pedway system is an integral part of the scenic highway plan and is located on the adjacent dike along the bay front area. This would be part of the county-wide bay front pedway system.

Foster City Boulevard: from East Hillsdale Boulevard to Beach Park Boulevard (1.2 miles).

This forms the main artery of travel through the City. With the high school site, boat park and Marlin Cove shopping center on one side and planned residential developments lining the street and providing grassed setbacks and articulated buildings, this street certainly is worthy of major aesthetic considerations as well as being a main traffic carrier through the City. Characteristic views of

the lagoon system are provided at the Foster City Boulevard Bridge with exceptional views of the single family residential islands to the east and apartment development to the west fronting onto the lagoon.

This arterial also will provide a main thoroughfare from the interchange at Route 92 to the Sea Cloud Park complex on Beach Park Boulevard and several of the marina sites under consideration by the City.

Edgewater Boulevard: from State Route 92 to the southerly City boundary (1.8 miles).

This street is the major north-south arterial street located in the west side of Foster City and provides the closing link in the City's loop system created by East Hillside Boulevard, Beach Park Boulevard and Edgewater Boulevard. This street, like Beach Park Boulevard, travels through exclusively residential areas. A wide divided thoroughfare, its frontage consists of apartments, townhouses, and condominium housing with the open and undulating land forms of Edgewater Park. With the future extension of Edgewater Boulevard southerly, a potential view may be provided to the Belmont Slough area. Its northerly extension to connect with State Route 92 will provide a major entryway to Foster City. It is proposed that the pedway system be developed along this facility.

Third Avenue: from San Mateo City limit line to Foster City Boulevard (0.7 miles).

Although frontage along this facility is undeveloped at the present time this street is identified as having a potential of being scenically developed. Traffic moving easterly from San Mateo have spotted views north to the San Francisco skyline and a view easterly to the San Mateo Bridge. It is proposed that Third Avenue be extended easterly from Foster City Boulevard along the Bay, under the

San Mateo Bridge with a connection to Beach Park Boulevard east of Teal Street. This extension would provide direct access to Bay frontage with views to the San Francisco skyline, Eastbay communities, hillsides, and on clear days, Mount Diablo. Such route would also provide close views of the San Mateo Bridge both as you approach and drive under the bridge.

It is also proposed that the Bay front pedway system would coincide with the Third Avenue extension.

U. S. Highway 101: Although not contained within the limits of Foster City, U. S. Highway 101 should be considered because of the scenic corridor provided from that major Peninsula highway into Foster City by way of the Marina Lagoon system. The houses fronting on Marina Lagoon are visible for some considerable length along the Bayshore Freeway. Although the City has no control over the development along the Bayshore, development within Foster City fronting on Marina Lagoon should be carefully controlled and considered as our window from the Bayshore Freeway. The development along the bank consists of townhouse development oriented to the water and set along the grassy banks in planned residential articulation. Undeveloped properties along Marina Lagoon and readily visible from the freeway are proposed to be developed as single family residences fronting on Cumberland Court and Port Royal Avenue. The treatment and maintenance of the rear yards of these residences will be extremely critical in the view of Foster City presented to traffic, particularly the northbound traffic on the Bayshore Freeway.

SCENIC HIGHWAYS PROGRAM

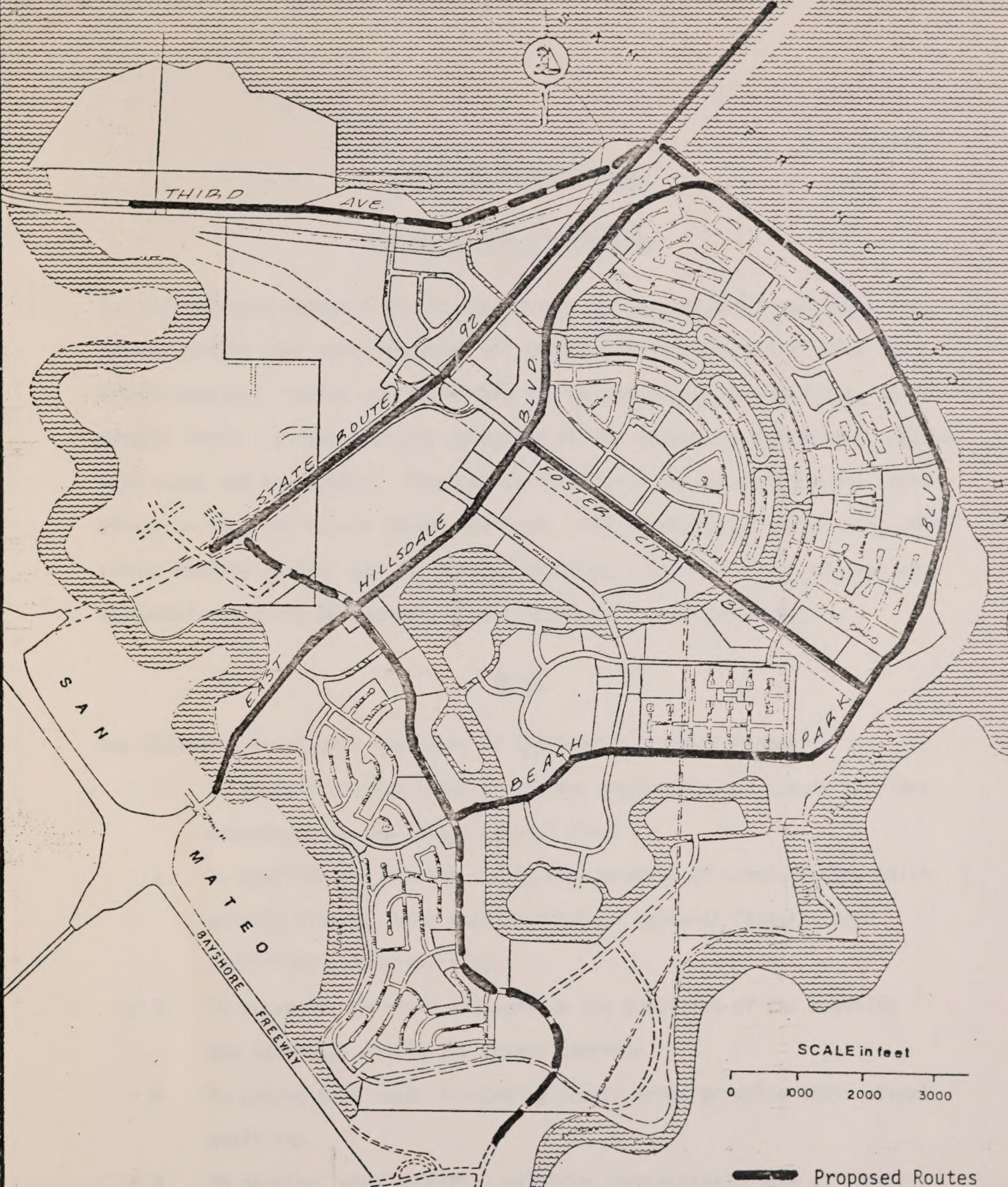


Exhibit A

PROPOSED
SCENIC HIGHWAYS

SCENIC HIGHWAYS PROGRAM

Scenic Corridor Definition

For all selected routes a scenic corridor is designated and regulations are applied within that corridor which are designed to protect and enhance its scenic quality. Scenic corridors need not be continuous nor need they be of uniform width. Widths may vary according to the degree of development present, land forms and topography. They may be limited to the boundary of the right-of-way or they may extend beyond the road. Its maximum width will occur when scenic quality is high and its minimal width will occur in areas of high development where the development itself forms the visual boundary.

Goals

The following represents the goals of the Scenic Highways Element:

1. To include consideration of roadway aesthetics and scenic corridor appearance in the City's General Plan.
2. To identify and develop a City-wide network of scenic routes which provide linkages with recreational and cultural features and facilities within the City.
3. To preserve, maintain and enhance the qualities of the roadside and landscape within the scenic corridor.
4. To ensure that roads traversing scenic areas preserve their visual qualities.
5. To develop, when possible, multiple transportation use of scenic roads, including hiking and biking facilities.

7. Protection of City Scenic Highways shall be provided for through the Planned Development and Architectural Review Process: A temporary scenic corridor shall be defined as a strip of land 500 feet on either side of the highway as measured from the center of the right-of-way until such time as a permanent scenic corridor is defined.
8. A program should be developed for defining permanent scenic corridors.
9. The County and the City shall develop the plans and programs necessary to achieve official designation of State Route 92 as a State Scenic Highway as indicated in the State Master Plan for Scenic Highways.
10. Adoption of this Scenic Highways Element shall establish the City streets indicated in the scenic highway system as City Scenic Highways.

Policies for Implementation

In order to maximize scenic protection along the designated system, the City should pursue, within funding limitations, the following policies to carry out the goals of the Scenic Highways Element:

1. Foster City should develop standards of roadway and right-of-way design, improvements and maintenance in order to maintain a consistent approach in applying standards of scenic conservation to its designated scenic highways. In addition the City and the City of San Mateo should coordinate such standards as they apply to the development of Third Avenue.
2. The design and construction of new roads and road improvements should be sensitive to the visual qualities and character of the scenic corridor. This should include width, median, alignment, grade, slope, grading and drainage facilities. Landscaping and maintenance are an important part of these concerns.
3. The City should integrate, where feasible, bicycle, and pedestrian paths within or adjacent to the right-of-way of scenic roads, and should plan and budget for such improvements.
4. A program should be developed for the screening of unsightly areas within the corridors but outside the public right-of-way by landscaping and planting in order to enhance the quality of the scenic corridor.
5. Scenic easements should be obtained or provided wherever necessary to protect views and vistas along scenic highways.
6. All existing overhead utility lines located in scenic corridors should be placed underground.



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